

Patent Claims:

1. -23. Canceled

24. (Currently Amended) A method for assisting an operator of a vehicle in stabilizing the vehicle, wherein the vehicle includes a steering line and wherein an additional steering torque is applied to the steering line of the vehicle, the method comprising the steps of

detecting an unstable driving condition,

determining a value of a reference yaw rate based on a vehicle model by way of a value of at least one variable predefined by the operator,

determining an instantaneous value of a yaw rate,

determining an instantaneous steering angle,

determining a nominal steering angle,

determining a first component of the additional steering torque depending on a steering angle difference between the instantaneous steering angle at steerable wheels of the vehicle and the nominal steering angle, wherein the steering angle difference ~~is determined depending~~ depends on the difference ~~between~~ between the instantaneous value of the yaw rate of the vehicle and the value of the reference yaw rate,

applying the additional steering torque to the steering line, and

withdrawing the additional steering torque when the absolute value of the instantaneous yaw rate drops below the value of the reference yaw rate determined at the start of the instable driving condition.

25. (Currently amended) The method as claimed in claim 24,
~~Wherein~~ wherein the value of the reference yaw rate is established depending on a steering angle set by the operator of a vehicle.

26. (Canceled)

27. (Currently Amended) The method as claimed in claim 24,
wherein the steering angle deviation is determined depending on a difference between the instantaneous yaw rate of the vehicle and the value of the reference

yaw rate which ~~is established at the time of start of an unstable driving situation.~~

28. (Previously presented) The method as claimed in claim 24, wherein the point of time of a start of an unstable driving situation is determined by an activation logic.

29. (Previously presented) The method as claimed in claim 28, wherein the activation logic has access to results of a driving situation detection unit in order to detect the start of an unstable driving situation.

30. (Currently amended) The method as claimed in claim 24, ~~Comprising~~ comprising the step of determining a second component of the additional steering torque depending on an estimated value of a tire resetting moment.

31. (Previously presented) The method as claimed in claim 30, wherein the tire resetting moment is estimated by a disturbance observer unit.

32. (Previously presented) The method as claimed in claim 30, wherein the additional steering torque is established by addition of the first and the second component.

33. (Previously presented) The method as claimed in claim 24, wherein the amount of the additional steering torque is limited.

34.-46. (Canceled)